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Wyandanch's Daughter

In your newspaper article on the daughter of Chief Wyandanch you called her Quashawwam.

I believe this event must have happened prior to the marriage of Wyandanch's daughter, then called Cantoreras, who is said to have married one Jan Cornelius Van Texel (later called Van Tassel). In our story Wyandanch died in 1659 and this daughter is said to be the one that Lion Gardiner had ransomed.

If our record is right, my G. G. Grandmother Rebecca Van Tassel, who married Peter Verks, is a descendant of Cantoreras, and I have wondered how a Dutchman ever won an Indian Princess.

In the book "Historical Sketches of the Romer, Van Tassel and Allied Families", by John Lockwood Romer, 1917, printed by W. C. Gay Printing Co. Inc. of Buffalo, N. Y., will be found quite a record that I have every reason to believe is correct. Pages 38, 39, 40, and pages 128 to 136 give a record of deeds that may have conveyed the land mentioned in the article.

The Van Tassels were a great family, and I am proud to have some of that blood in my veins.

I. S. Stivers,
Samoset, Florida

Slave Ship Wanderer

Some months ago you were kind enough to send to Mr. George G. Brainerd for me, a copy of the Forum of May 1945, (by H. P. Horton) and I want to thank you. The Wanderer landed its last cargo of slaves here in this county, at Jekyll Island. The article is not only well written, but is of great interest. Mrs. K. G. Berrie, Secretary, Brunswick (Georgia) Chamber of Commerce.

In his Yankees Liked L. I. Turnips, in the December Forum, Capt. Eugene S. Griffing deals with an era which is not so far off but that some of your readers remember it, including the undersigned. Arthur R. Rossman, West Hempstead.

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John Ledyard the Traveler

JOHN LEDYARD the Traveler, of whom I have previously written, was the son of Captain John Ledyard and Abigail Hempstead Ledyard, of Southold lineage and birth. He was born at their Groton, Ct. home in 1751, the first child after their runaway marriage at Setauket. His mother was the daughter of Squire Robert Hempstead, Southold's first schoolteacher and his father a son of the one-time mayor of Hartford, Ct.

After the death at sea of her husband in 1762, Abigail and her four children removed to Southold where she thereafter lived, first on her father's farm but after her marriage to Dr. Micah Moore, Southold's village physician, at his home which stood half a mile east of the Hempstead homestead.

Shortly after the death of Dr. Moore, young John went to live with his Grandfather Ledyard at Hartford. Following the latter's death he was taken into the Hartford home of his guardian, Thomas Seymour, a lawyer and a brother-in-law of the elder Ledyard.

During his stay at Southold John attended school there, later in Hartford and still later he read law in the office of his guardian. In the spring of 1772 he entered Dartmouth College, recently established chiefly as an Indian school, at Hanover, N. H., by the Rev. Eleazer Wheelock. Within a few months, however, he left that institution and journeyed many miles through the wilderness, as far as Canada, living among the Indians and learning their language, manners and customs which infatuated him. Among other things, he learned how to make a dugout from the trunk of a tree using fire and sharp stones.

Dr. Clarence Ashton Wood

Upon returning to college after an absence of several months he and some Indian students built such a dugout fifty feet long and three feet in width. As late as 1836 the stump of the tree from which the crude craft was shaped stood on Dartmouth's campus. After completing the dugout, John again pushed off down the winding river, carrying among other things provisions, a bearskin, a Greek testament and a copy of Ovid's Latin classic.

Reaching Preston, Ct., John took up residence with his cousin young Dr. Isaac Ledyard and there decided to begin preparing for the ministry. He was encouraged in this by the village pastor, a Rev. Hart, possibly the same Joshua Hart who later preached on Long Island and ran a boys' school at Fort Salonga during the Revolution. On Hart's advice, Ledi-

yard returned to Long Island and at Southold suddenly surprised his mother, brothers and sisters whom he had not seen for several years. Approving of his plans to become a preacher, his mother sent him to her local pastor, the Rev. John Storrs from whom he received a letter of recommendation. (Thirteen years later John was to write from Paris to his mother, who later sponsored Methodism at Southold, severely criticizing her for carrying her religious notions "to the most ridiculous and absurd lengths").

On this visit to the scenes of his boyhood, John tarried but a day, then crossed Boisseau's ferry from Conklin's Point at Ashamomoque to Shelter Island, traversed that island to the South ferry and thence reached Sag Harbor. At East Hampton, he presented his recommendations to Dr. Samuel Buell, moderator of the Long Island Synod, with whom he spent a month



Ledyard Knew the Sound Shore at Southold

Photo 1890 by Marshall Woodman

in intense study of theology. Dr. Buell it was who advised John to seek a teaching post while continuing his theological preparations.

Fortified with another "good letter" from the Reverend Doctor, Ledyard rode westward astride his horse Rosinante, stopping at Bridgehampton, Southampton and Fireplace (Southaven), thence to Setauket where his parents had plighted their troth two decades earlier. Later he passed through Smithtown, reached Huntington and there "feasted" for about twelve days in the library of the Rev. Ebenezer Prime who had taken as his second wife Experience Youngs of Southold, a sister of John's Grandmother Hempstead.

From Huntington Ledyard returned to East Hampton where he again spent a short time with Dr. Buell before returning to his cousin's home at Preston, Ct. Here, having received no encouragement from President Wheelock of Dartmouth or others to whom he wrote, he abandoned all thought of becoming a minister. A few weeks later he signed up at New London, Ct. with a Capt. Deshon and sailed as common seaman on a vessel bound for the Mediterranean.

At Gibralter he enlisted in a British regiment but was released at the request of Capt. Deshon on whose ship he returned to New London, a year later. Thus at twenty-two John Ledyard, who was later to win fame as a traveler, had tried the law and the pulpit without success. Soon bidding farewell to local friends and relatives, he journeyed to New York and from there worked his way to Plymouth, England. Reaching London on foot, he there met Captain James Cook, the navigator who was about to set sail on his third and final voyage of exploration.

Ledyard signed up as a corporal of marines and sailed July 12, 1776, with Cook who

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Beach Plants Do Survive

FROM a quick glance at our beach vegetation one might have the impression that the old law about the "survival of the fittest to survive" did not apply. In the quick glance we would see plenty of space unoccupied by any plants and each living plant apparently having plenty of space to grow in. It would seem that an ideal situation existed and had existed forever.

The quick glance is not enough; we need an extended view. By an extended view I do not mean one encompassing all plant life on the beach but rather a view of all the plant life of the beach over a period of years for a cycle is at work due to the instability of the beach itself.

The difficult fact to be kept in mind is that the beach is alive and by no means dead. It moves, grows, and shrinks. Even on the most windless day little cascades of sand slip down the sides of sand dunes. On a windy day the sand blows and rides in the air. Both motions alter the contours of the dunes and, as the sand settles elsewhere, it changes the outlines of that place.

Moving sands tend to gather in protected places, and thickets offer ideal, high-percent protection. It is no wonder, then, that many sand dunes turn out to have a great foundation of dead brush and roots in the exact position and growth characteristics as when alive. Sand had blown into the thicket until it completely submerged the growth and then continued to build up and assumed the proportions of a dune.

The newly located sand soon became protected by the ever-present beach grass growing up from beneath and the roots matting thickly below the surface. Other beach plants would establish themselves

Julian Denton Smith

Secretary Nassau County Historical Society

promptly on the newly set sand except for one thing — the lack of nutrients in the sand, the sand of itself being nearly pure quartz.

Have you ever noticed the quantity of small, insignificant plants that can exist on obviously dry, crystal-clean beach sand; not only can exist but manage to flower and produce seed? These small plants die and the decayed parts gather to constitute humus for a little larger plant. Before long enough humus is being produced by decaying vegetation to support such tough beach plants as golden rod, beach pea, and some vines.

As additional nutrient is available mainly through the accumulation of humus, the woody vegetation appears — bayberry, poison ivy, beach plum, cedars, wild cherry, huckleberry, pepperidge, sassafras, oak, holly, and a few more.

The "survival of the fittest" is going on all the time for as soon as enough nutrient is present a higher form of plant enters and crowds out the lesser. Perhaps the verb *push* is better than *crowd* for pushing is what actually happens.

Frequently it is very plain at the edge of a mass of beach vegetation which was the first plant to arrive and which came last. The first one, the very minor form, will be growing on the outer fringe of the mass and the last arrival will be in the center where the humus and nourishment are most abundant. The last arrival will be the highest growing plant form of the group. In more or less regular concentric circles the various kinds of plants will appear in the order of their arrival; the forms being pushed out from the center somewhat like the annual rings on a tree. The lesser forms had been unable to survive the competition of the higher forms and were forced into a location where they could survive.

I am not exactly sure when the center of the mass gives way to the woody plants for the advent of the hardier plants varies somewhat. Usually the bayberry is the first woody plant to appear in the center of a growth of beach vegetation but sometimes it is poison ivy and less frequently it is beach plum. These three are almost evenly matched and no one of them seems entirely capable of pushing out the other two



A Jones Beach Dune

Photo by Author

and holding the center of the thicket alone.

By the time the bayberry, ivy and beach plum have agreed to live peaceably together a huckleberry seed or a wild cherry pit or perhaps an acorn is dropped in the thicket and the squeeze is on all over again. The larger plant takes over the center of the thicket and all lesser types push out still farther in their effort to survive.

The plants need sunlight, moisture and nourishment, and a beach plant will not survive if any one of the three factors is missing. Therefore when a large type plant appears in the center of a mass of beach vegetation, the lesser forms have to move outward or shade from the larger will kill them, or the roots of the larger will take all the moisture and nutrient, starving the lesser forms.

When you find bare sand in wide areas between beach dunes and get the general impression that all is well with the vegetation, bear in mind that a tremendous struggle for survival is constantly going on wherever a beach plant grows, for each plant is being pressed by a plant a little bit bigger to give up its water supply, food depot, and place in the sun.

NATURE NOTES

From time to time Forum readers have referred to items in earlier issues. Some of these should be noted and mentioned.

Many requests come for information on Tom, the Black-snake. I have been unable to locate Tom this past summer (1953). He did not appear in his last year's haunts nor did I see or hear of a blacksnake anywhere along the beach between the Tower and Gilgo. I saw two beach "adders" a little west of Tobay. Before the State Park came, there were quantities of these snakes in the dunes. Beach "adders" are not poisonous although their battle "act" would indicate otherwise.

Some people ask about My Sand Dune. That dune had been 'planted' and grew before Parking Field 1 was built. It stood off to the southwest of the field. It has entirely disappeared under trampling by the people from the parking field. Many newly formed dunes are growing rapidly on the ocean side of the old dune line about half a mile west of Field 1. It is remarkable how rapidly they do grow!

Several readers ask for an article on the swallows along the shore. That is in the works. The last week in September (1953) I came upon an enormous flock of swallows resting on the flat level area between dunes in front of the southern end of Meadowbrook Parkway. Fortunately I had my camera slung over my shoulder and it was loaded with color film. Those pictures have been added to my collection of beach transparencies.

Another reader asked if I had ever seen an albino Blue Heron. Not that I know of. If one should cross my path, I am not certain I'd be able to distinguish it from the less-than-two-year-old Blue Heron which are also white.

Artesian wells continue to be opened in Great South Bay. I saw two men driving a well on Oliver Island south of Wantagh. They hit fresh water while pounding the pipe at a height of seven feet above the meadow and at that the water gushed a foot above the pipe end. The water was plentiful, good, cold and without hint of odor or salt.

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"Good Old Times" Farming

WE are all, I think, interested in what was paid in wages in the days when food prices were low. Here is an agreement made to work as farmer for my great-grandfather Thomas Strong, for a whole year:

"An Agreement made this 22d day of March 1826 between Thomas S. Strong of the Town of Brookhaven in the County of Suffolk, in the first part, and John Hallock of the same place, of the second part.

"The said John Hallock agrees to work as a laborer for the said Thomas S. Strong and to superintend his farming business under the direction of the said Thomas S. Strong for one year from the day and year above mentioned."

"The said John Hallock shall find his own axes, scythes, cradles, hoes and forks. The said John Hallock shall board himself at his own expence. The said John Hallock is to have the privilege of keeping one hog at his own expence, and shall devote his whole

Kate Wheeler Strong

time to the business of the said Thomas S. Strong.

"The said Thomas S. Strong shall pay to the said John Hallock for his services the sum of two hundred and fifteen dollars, shall let him occupy the house at foot of the lane and so much of the cellar as he may need (I wonder who used the rest of it), shall let him have the milk of one cow to run with the other cows of the said Thomas S. Strong, to be milked by the said John Hallock's family, and to find him firewood which shall be cut where the said Thomas Strong shall direct, and a team to get it."

"But the said John Hallock shall lose the time when he is cutting it and carting it. And shall also fird him a garden spot but the said John Hallock shall lose his time when working in his garden."

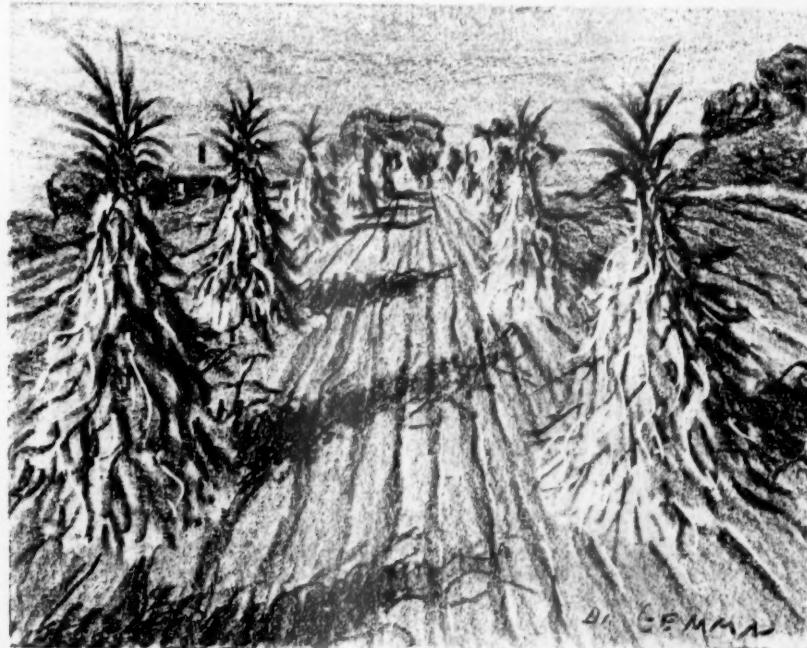
This sounds like a tough proposition, but I suppose it

was the usual thing, or no one would have agreed to it.

As to a grain cradle, it had one scythe blade and three wooden fingers the length of the blade so that the grain when cut would fall to the ground in bundles ready to be tied into sheaths. As I understood from my father, each man had a lane, one cutting a little behind the other. If one man overtook another it was considered a great honor.

One of my father's law partners came from an upstate farm where he had always led his father's cradlers. When he came back from college the men looked for an easy victory, but it so happened that he had not neglected the gym and, much to their disgust, beat them as usual.

Just time for one more note for I must get this in the mail before the railroad goes back on us. Right after the Revolution, prices were higher than in later times. August 28th, 1789, 28 lbs. of sugar cost one lb. 18 shillings and 8 pence.



LONG ISLAND CORNFIELD

Sketched and Etched by Joseph P. Di Gemma

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This brief sketch of the customs, habits, characteristics and history of the Long Island Indians by the Forum editor is being used in social study courses in a number of public schools. The pamphlet is well illustrated and has heavy durable covers.

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The Fosdick Family

Annals of the Fosdick Family is the title of a volume recently released and in our hands. The comprehensive work, well printed and permanently bound, is a credit to the author, Raymond B. Fosdick of Newtown, Ct., and to the publishers, The American Historical Company, Inc.

The first of this ancient English clan to settle on Long Island, we learn, was Samuel Fosdick 2d who settled at Oyster Bay before 1732 and there ran a blacksmith shop and a tavern as well as farming. He later disposed of his considerable property there and returned to Charlestown in Massachusetts.

His son Samuel 3rd remained in Oyster Bay. Here he married Deborah Shadbolt upon whose early demise he wed Mary Wright by whom he had nine children. Thus the Fosdick family became deeply rooted here on Long Island. The book carries a good deal of the general history of Oyster Bay.

"Jamaica Trolleys"

The above caption is the title of a large pamphlet containing the history, well illustrated, of the old trolley lines of Jamaica. But it is much more than that. It goes into the story of the highways of the west end, especially Jamaica avenue, "the oldest continuously used road on the island" and the one with "the most complicated legal background." The author of the pamphlet is Vincent F. Seyfried and it may be obtained at \$1.50 by addressing Felix Reifschneider, Box 774, Orlando, Florida.

I enjoy the Forum very much and

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I am enjoying the Forum very much. Mary F. L'Hommedieu, Norwalk, Ct.

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"Big Manuel," Whaling Captain

MANUEL ENOS, whaler man, first stood on the wharf at Cold Spring in the summer of 1849 and watched the whaleship Sheffield, 579 tons, being outfitted for her second voyage for the Cold Spring Whaling Company. He was well over six feet in height and weighed about 225 pounds; a splendidly proportioned young man topped with a mop of tightly curled black hair.

Big Manuel was an able seaman, a Portuguese from Fayal in the Azores, who had originally shipped from that port on a whaler hailing from Sag Harbor. He had now come down to Cold Spring to join the Sheffield, Captain Royce, primarily because her new commander's recent notoriety promised an adventurous voyage in the offing.

Captain Royce, "an intelligent whaling master and a very correct and close observer of the habits of whales", had lately returned to Sag Harbor in the bark Superior, having been the first whaler to pass through the Bering Strait to open up that most important arctic ground to the industry. Now, to take full advantage of his new discovery, he was to take the largest and best vessel he could find back to these new grounds. He had chosen the Sheffield of Cold Spring.

This probably accounts for the fact that so many Cold Spring sailors shipped for the voyage and became Manuel's shipmates. Usually the entire crews of the Cold Spring ships were recruited from other ports, but on this voyage George Barrett was one of the mates; his brother DeWitt, who later became master of the Sunbeam, New Bedford, shipped before the mast. Able seamen Warren Gardiner and John Lysle and ship's carpenter William McGar had also signed articles.

Andrus T. Valentine

Enos found the little port of Cold Spring (now Cold Spring Harbor) humming from daylight to dark, getting the Sheffield readied for an August sailing. She lay at anchor well outside the sand spit, being too large to enter the inner harbor where the sail-lofts, smithys, cooper-shops, repair yards, gristmills and general stores were located. From Bungtown's cooper-shops and factories to Bedlam Street's boarding houses and bars, the noisy hustle enveloped the village. The outlying farms replenished the shelves, bins and casks of the local stores

that were being emptied to victual the ship.

The Sheffield sailed on schedule, August 1849; but with a most unusual deck cargo consigned for San Francisco. There were nine knocked-down prefabricated houses built by Cold Spring carpenters, lashed to the decks. These were gold-fever days, and the Jones Brothers of Cold Spring were taking advantage of the booming market inside the Golden Gate.

After discharging their cargo and refitting the ship, Big Manuel and his shipmates sailed on into the Arctic.

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Old Time Lighthouse, Lloyd's Harbor

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Who Was Fanny Bartlett?

I find something of interest in every issue of the Forum. It has provided the reason for many family jaunts and made others more enjoyable.

A special tip of the hat to Julian Denton Smith for his articles of genuine interest to all Long Islanders and those who love the Island. A frown on articles which emulate the "begats" of the Bible and depend only on name-dropping for their popularity.

A roar of righteous wrath for the cut of the "Old Henry Ruggles" which was used in Dr. Clarence A. Wood's pamphlet "First Train to Greenport 1844" and more recently in the January Forum to illustrate the article on Oliver Charlick by John Tooker. This is a reproduction of a lithograph of "The General" which was distributed at least until recently by the Nashville, Chattanooga & St. Louis Railway. It shows the locomotive on permanent display in Chattanooga station. The General was built by Rogers Locomotive Works in Patterson, N. J. in 1856 for the Western and Atlantic Railroad (whose initials can be plainly seen in your cut) and had an exciting Civil War career. The W & A later became part of the N C & StL and the General never strayed north of the Mason Dixon Line to serve the LIRR as "The Old Henry Ruggles" but was displayed at the Century of Progress in Chicago in 1933.

May I suggest you contact Mr. Paul Blauvelt, Publicity Director, LIRR if you do not already have copies of "The Long Island Railroader" in which he has been running a history of the LIRR with many old photos from private col-

Continued on next page

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lections of Long Island railroad scenes and old locomotives. I enclose a recent sample from the December issue. Previous photos of old engines have been clearer. Perhaps you might obtain copies for more authentic illustration of LIRR articles. I think this is important because I feel the use of photographs and illustrations is one of the main features of your publication.

After this unsolicited critique, may I request a favor and inquire who was Fanny Bartlett? I find the name "Fanny Bartlett's" as a station east of Amagansett in old LIRR timetables. My mother-in-law walked from Brooklyn to Montauk about 1912 and recalls local people referred to "Fanny Bartlett's Railroad."

Keep up the good work. You are really filling a need in keeping alive Long Island history and tradition.

Ralph C. Atkinson,
Freeport.

Concurs With Wood on Scott

(To Dr. Wood, Con. Ed.)

You were perfectly justified in calling Capt. John Scott a "pictur-esque scoundrel" and "swindler extraordinary". If you were wrong, so was I, for I described him in terms just as bad in my Brookhaven article in Bailey's "Long Island — Nassau and Suffolk" (1949), Vol. I, beginning on page 256. If Harry A. Odell thinks we are wrong, I will show him what the Brookhaven Town records have to say about him. I used one or two quotes from them but had to omit others because of the word limit Bailey put on me for my article. One can hardly dispute the town records of any town as they are accepted by the courts as competent evidence.

I am always interested in your Forum stories as you "speak of one having authority and not as a scribe" — to quote from the Bible.

Osborn Shaw,
Town Historian,
Town of Brookhaven.

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John Ledyard

Continued From Page 44

on February 14, 1779 was killed by cannibals in the Sandwich (Hawaiian) Islands. After an absence of four years and three months, the one-time Southold youth reached London October 6, 1780.

During the next two years Ledyard served in the British navy, never reaching America until the closing months of the Revolution when in December 1782 his ship came to anchor at Huntington which was then held by the British. From there on a seven-day leave he visited Southold and his mother, brothers and sisters whom he had not seen for eight years. This was the last time he ever saw any of them. Nevertheless, he was eulogized at Southold's 200th Anniversary celebration in 1850 as "the fearless and world famed Traveler who almost

put a girdle around the earth on foot."

Deserting the British at Huntington, John Ledyard spent the first four months of 1783 at Thomas Seymour's home in Hartford and there wrote his recollections of Cook's last voyage — the first

great travel story by an American to be published in the United States. Its publisher was Nathaniel Patton, a Hartford printer who dedicated the book to Governor Jonathan Trumbull, George Washington's "Brother Jona-

Continued next page



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than" of Revolutionary fame.

Ledyard next planned to lead an expedition into America's unexplored Northwest but although Robert Morris, the "Signer" offered to outfit a ship, none was found available. On June 1, 1784, the frustrated adventurer wrote his mother at Southold that he was about to sail for Europe and contemplated a voyage around the world. Soon thereafter he embarked for Spain, finally reached Paris and there became the friend of Thomas Jefferson, then minister; Lafayette and Commodore John Paul Jones, all of whom offered aid for such a journey.

After several disappointments, however, Ledyard made his famous journey through northern Europe on foot, eventually reaching St. Petersburg March 20, 1787, then going on to Siberia and Irkutsk where he was suddenly arrested and banished from Empress Catherine's dominions, possibly on suspicion of being a French spy.

Ledyard returned to London early in May 1788, a penniless and disappointed man. Two months later, financed by a society interested in learning more than the world yet knew of darkest Africa's interior, he sailed for that continent, reaching Cairo August 19, 1788. There he was successful in joining a caravan about to start for the interior. Before it did so, John wrote what proved to be his final message to his mother at Southold. Widow Abigail Hempstead Ledyard Moore was then sixty years old but she survived her famous son sixteen years.

Ledyard wrote that he expected to be absent three years and hoped then to see them all again. He reported that he was in "full and perfect health" although he had "trampled the world under his feet, laughed at fear and derided danger". Before the caravan left Cairo, however, John Ledyard was taken ill and died there January 17, 1789 in his 38th year. He was buried in some unknown spot



Stirling Creek, Southold

Drawn by Wm. O. Stevens for His Book "Discovering Long Island"

in the yellow sand where the desert meets the Nile river.

James Seymour, the Hartford lawyer who had been Ledyard's early guardian, described him as above middle stature, not tall nor corpulent; athletic, firm and robust; with light eyes and hair, equine nose, broad shoulders and full chest. "For capacity, endurance, resoluteness and physical vigor," says the Encyclopedia Britannica, "he was one of the most remarkable of travelers."

For many years there was a penciled likeness of the Southold adventurer on a wall of the old chapel at Dartmouth. A portrait of Ledyard, who has been called "the American Marco Polo", was painted by the celebrated English artist Brenda who had met him in

London. The original was last heard of in Sweden. There were some poorly executed copies of the painting, one of which Ledyard sent to his cousin Dr. Isaac Ledyard, then a resident of Newtown, L. I., and another made by Dr. Ledyard to his mother at Southold.

This Dr. Ledyard planned to publish a life of his cousin. When the Doctor died in 1803 the task was assumed by Dr. Jared Sparks, president of Harvard College from 1849 to 1853. It was first published at Cambridge, Mass., in 1823 and was reprinted during the first half of the 19th century in a number of editions.

The New York Mirror of October 1, 1836, declared that Ledyard added another to the

Continued on page 55

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Traphagen has been proud of her from the first. While she was still in school, some of her designs were sold to a manufacturer of children's dresses, and that apparently sealed her professional fate. Marriage and three little daughters as design inspiration merely pointed up her already flourishing career as designer to the small fry.

A group of children's dresses created by Helen Lee for Youngland, Inc., are currently on view in the "Diversity of Fashion Careers" exhibit at the Traphagen School, 1680 Broadway (at 52nd St.), New York. The show will continue through the month of March and visitors are welcome to attend without charge.

From Brookhaven, Miss.

Some time ago you published an article in the Forum on Brookhaven, Mississippi (named for Brookhaven, L. I.) * * * We found the town even more prosperous looking than two years ago. The banks in this part of the U. S. are apt to close on the birthdays of George Washington, Abraham Lincoln, Robert E. Lee and Jefferson Davis.

George E. Brainerd,
Home Address: Setauket.

Part of L. I.

I always look for the Forum for I'm a part of L. I. from one end to the other and some day I'll get my book (original paintings of old L. I. mills) out.

Brewster Terry,
West Palm Beach,
Florida (and Patchogue).

Brentwood's "After-piece"

Man-of-ideas Verne Dyson, who compiled "A Century of Brentwood" which was published in 1950, has now issued a reprint of this interesting community story, together with a supplement containing a chronology, bibliography and index. This makes a more complete historical recap of Brentwood-in-the-Pines which dates its origin as a village back to post-Rebellion days.

The 150-page booklet may be obtained for \$1.50 by addressing The Brentwood Village Press, Box 413, Brentwood, N. Y.

O. Hart's account of Great South Bay being tough reminds me that I've seen it rougher than he described, more than once. Bob Dressen, L. I. City.

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John Ledyard

Continued from Page 53

catalogue of those whose lives have been sacrificed to extend the boundaries of human knowledge, and that no ordinary man would traverse burning deserts, frozen lakes and regions of eternal snows unless animated by some high principles.

Ledyard's "Eulogy on Women", recorded in his private journal and first published after his death, has been reprinted time and again. Of it Griffing's Journal declared that it "has given Ledyard an imperishable name in the estimation of all the sex throughout the civilized world."

"I have observed among all nations," wrote the one-time Southold schoolboy, "that women, wherever found, are the same kind, civil, obliging, humane, tender beings; that they are ever inclined to be gay and cheerful, temperous and modest. They do not hesitate, like men, to perform a hospitable or generous action; not haughty, nor arrogant, nor supercilious, but full of courtesy and fond of society; industrious, economical, ingenuous; more liable in general to err than man, but in general also more virtuous, and performing more good actions than he.

"I never addressed myself in the language of decency and friendship to a woman, whether civilized or savage, without receiving a decent and friendly answer. With man it has often been otherwise. In wandering over the barren plains of inhospitable Denmark, through honest Sweden, frozen Lapland, rude and churlish Finland, unprincipled Russia, and the wide-spread regions of the wandering Tar-

tar, if hungry, dry, cold, wet, or sick, woman has ever been friendly to me, and uniformly so; and to add to this virtue, so worthy of the appellation of benevolence, these actions

have been performed in so free and so kind a manner, that, if I was dry, I drank a sweet draught, and, if hungry, ate the coarse morsel, with a double relish."



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"Big Manuel"

Continued from page 49

Captain Royce found the whales still in great numbers and easy to strike. Because of the long arctic days, the boats could be lowered at any hour, day or night, and it took a firstclass boat-crew to stand the pace.

Enos' boat had such a crew. It was said that it was the heaviest ever lowered in pursuit of the "Royal Fish". They were Manuel Enos, DeWitt Barrett, William McGar, a Montauk Indian, a Kanaka boatsteerer, and mate George Barrett. Not one of them weighed less than 225 pounds.

Big Manuel did not long remain in the for'castle; he was soon made boatsteerer, one of the most important and skilled berths aboard a whaler. Each whaleboat, and there were usually 4 to 6 that a ship could lower, was manned by a crew of 4 oarsmen, a boatsteerer or harpooner, and one of the mates.

The boatsteerer's station was in the bow of the boat while pursuing the whale, and until he had hurled his harpoons. He then quickly changed places with the mate who went forward to the lances to make the kill. Much depended now upon the boatsteerer's skill in escaping destruction by the whale, and getting into position to enable the mate to use his lance.

When Enos returned on the Sheffield to Cold Spring early in 1854, he was well on his way to a mate's berth. There was no Cold Spring ship about to

sail when he was ready to ship out again, so he went down to Greenport and signed on the Philip I, Captain Sisson. While on this ship and cruising in the Indian Ocean, he experienced one of the many adventures that filled his life.

The Philip I sighted a disabled Chinese junk in a sinking condition and Enos directed the rescue operations. He succeeded in taking off all the passengers and crew together with a large quantity of rich cargo of silks, nankeen and other oriental products. Enos and his shipmates were showered with valuable gifts in appreciation of their aid.

Manuel later had a summer suit made from some of the nankeen he brought home. The Misses Bertha and Elizabeth Pedrick of Cold Spring Harbor still recall the excitement of Uncle Enos' return and the thrilling stories of his adventures. As children they sat, one on each of his knees, admiring the strange shells and coins he had brought them from the Orient, and listened to his yarns.

Manuel Enos' return found the whaling industry on the decline at Cold Spring. A number of the Company's whaleships had been lost in the Arctic; the proud ship Sheffield had gone aground on Rocky Point that runs out from the west shore of her home harbor, and had broken her back. She had been burned for what metal could be salvaged.

Manuel decided to "swallow the anchor" and stay on shore

Continued on next page

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Monumental Work

"Big Manuel"

Continued from page 56

for awhile after he met, and later wed, Susan Brush. His sea-going career was pushed aside for a try at store-keeping; but he was too generous to his friends, and his money, won by hard knocks in the Arctic and Southern Seas, slipped away from him. One year behind the counter was all he could stand; he had to sell his store.

Big Manuel said good-bye to his wife and baby daughter Melna and started looking for a ship. He found it at New Bedford where the industry still flourished and good men were at a premium. He took a first mate's berth and "lay", with an added bonus of \$250, to sail on the bark Java with Captain Finney. The Java sailed in 1860 and made a "greasy" voyage, returning at the end of three years.

Manuel then became Captain Enos and he was given the Java's command for her next voyage. He was proud of his first command, sure of his ability as a whaler, and he resolved to make a voyage that would be the greatest effort of his life.

In order to spur him on, his owners offered him a bonus of \$1000 if he could make them \$100,000 in two seasons! So Susan Enos and her little four-year-old daughter waved goodbye once again to the Java and her big new commander.

Captain Enos' efforts succeeded. His cruises covered the Pacific and Indian Oceans; the try-pots boiled in the Arc-

tic and in tropical waters. After two years Enos put in at Honolulu and sent his oil and bone home as freight. He refitted and went on another two-year voyage that was equally successful. He returned to New Bedford with smoke-sooted sails and a full cargo.

A wonderful welcome awaited the big captain, and everything possible was done by his owners to show their high esteem for his ability. But in a few days Enos started home to his family at Cold Spring rather than wait at New Bedford until his accounts for the four years were settled.

In his seabag he carried a pair of walrus' tusks artistically worked in scrimshaw; the labor of many an hour in a lonesome captain's cabin. The figures carved on the tusks and lined in with india ink

were those of a woman and little child, the former holding a scroll upon which was etched, "Ship Java, Captain Enos."

A pathetic incident occurred upon the Captain's arrival. Shortly after he had sailed on his last voyage, his little girl Melna, aged 4 years, had died and a baby, Ella Nora, was born, who was now nearly four years old. Captain Enos did not realize the difference until he was told.

A letter came to Cold Spring from the owners of the Java, informing the Captain that his accounts of the 4 years voyage were made up and that the Java had cleared \$96,200, just \$3,800 short of the amount necessary to secure the \$1,000 bonus but, said the owners, as the sum came so close to the fixed amount, they had concluded to send

Continued on next page

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This was a nice little addition to the Captain's large profits on the voyage. He built a comfortable house on Main street (the attractive home now owned by the Rev. Edgar Jackson), purchased a coasting vessel, and settled down again to a period of local endeavour.

But, as frequently happened to non-coasting skippers, he lost money in this unfamiliar venture. So he returned to whaling, again out of New Bedford on the John Winthrop. After making one or two seasons as mate in the New Bedford whaler, he joined the Matilda Sears at Talcahuano, a whaling port on the west coast of South America and as Captain sailed for the whaling grounds.

From this point in Captain Enos' life few authentic facts are known for he departed on a voyage from which he never returned. His granddaughter, Mrs. Alfred L. West, now living in New Jersey, after again examining her family records, recently wrote, "In spite of conjectures, knowing grandfather to be a man devoted to his family, and the fact that all the crew and the ship just disappeared, the only reasonable conclusion is that like many others, they were all lost at sea."

The one mystery that still remains is what caused the Matilda Sears and her entire crew to vanish without trace from the seas of the world? Was it typhoon, fire, crushing ice, or another "Moby Dick"?

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Longest Haired Lady

I read with interest the article by Miss Elizabeth Hawkins concerning the world's longest haired lady, Mrs. Ellen Swezey Petty of Brookhaven. As Mrs. Petty was my grandfather's cousin (his name was Wallace Swezey), I can add a little

Ellen's mother's maiden name to the story. was Hulse, and Ellen was born in 1853 and died in 1932. She is buried in Woodland Cemetery in Bellport (LI). Her husband, Captain Petty, was drowned off Cape Hatteras on December 20, 1888.

Mrs. Harold W. Sylvester
Brookhaven

We have enjoyed every issue so very much. Mrs. Charles Vanderveer Jr., Hempstead.

Balloon Over Cold Spring Harbor

Your reference from time to time of old time balloons that put the fear of something or other into the hearts of Long Islanders prompts me to tell you that when the shore road at "Coldspring" in Huntington town was opened August 28, 1860, there was a balloon ascension in connection with the celebration.

H. I. Ramm,
Bridgeport, Ct.

We eagerly look forward to each issue of the Forum. Mrs. Wm. Preston Tuthill, Cutchogue.

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Schooldays in Patchogue

I was thrilled to read Grace King's (Mrs. Wilkins') letter in the Forum. It brought back old times in her class at Patchogue High School. Fred A. Payne, San Diego, California.

Just a line to let you know how much I enjoy receiving the Long Island Forum. I'm almost beginning to feel like an expert on Long Island history—it's so informative. Benn Hall, Hampton Bays.

Books For Sale

Historic New York (1st Series of the Half Moon papers). Fully illustrated. 1897.

A Loiterer in New York. Helen W. Henderson. Many photographs. 1917.

Southold Town Records. Vols. 1 and 2. Large map. Introduction by Ephraim Whitaker. Printed 1882-84.

History of New York During the Revolutionary War. By Judge Thomas Jones of Massapequa (1730-1792), Leading Tory. Two volumes. Steel engravings. Edited by Edward Floyd DeLancey, 1879. Journal of a Voyage to New York and a Tour in Several of the American Colonies in 1679-80. By Jasper Dankers and Peter Sluyter. Translated from the Dutch and edited by Henry C. Murphy 1867. Maps.

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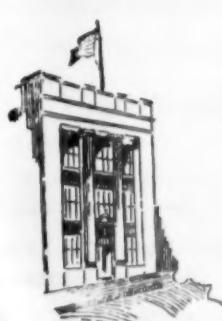
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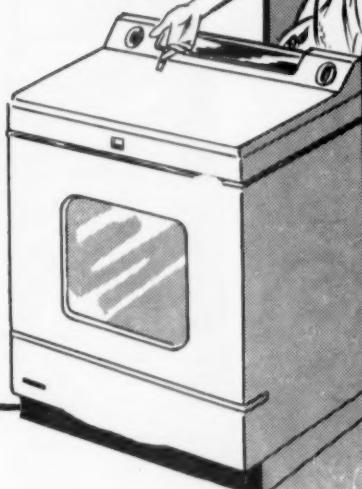
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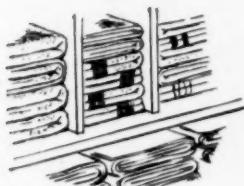
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This is Gratifying

I am grateful to the Forum for Mrs. Bigelow's sake, since she found pleasure in it right to the end, long after all other magazines had ceased to interest her. The publication of a letter she wrote you a few years ago, about some old L. I. lore, gave her very keen satisfaction, too. She was then in her middle 80's.

G. A. Peterson,
Richmond Hill, N. Y.

"Long Island Whalers"

The history of Long Island whaling, boiled down but with all salient facts, well illustrated, compiled by Paul Bailey, has just come off the press in a limited edition. A complete history of the island's whaling ships and men, briefly told. \$1 postpaid. Address L. I. Forum, Amityville.

Desk from the Cadmus

Have just finished reading the February Forum, always so interesting to we Long Islanders. And in the first article, "Decline of Whaling", in reading of different ships I thought it might be interesting to note that the desk in the office of "The Sag Harbor Custom House" was from the ship Cadmus, and is used constantly by visitors who buy our cards and mail them in the old letter-box or hang them near the desk.

M. L. Beebe Taylor
Brooklyn
(Curator 1951-53)

Corrections, Hurricane Story

Please correct two errors in my story "A Hurricane at Sea" in the February Forum. My father received a gold watch, not a gold medal, for bringing the Bergen safely into port. Also he was not buried in the present Hampton Bays cemetery (although his mother Charry Lane Squires was) but rests near his first wife, Carrie A. Peters and their two daughters in the Richard Peters plot in the ancient cemetery west of Southold's Old First Church.

Harry B. Squires
Hampton Bays

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David M. Griswold
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